

# Long Term Vision

# 5

## 185th Street Station Subarea Plan

### Community-Driven Visioning and Planning Process

The long term vision for the 185th Street station subarea is the outcome of a robust community-driven visioning and planning process that has set a strong foundation for future redevelopment. Chapter 2 summarizes community and stakeholder engagement activities that helped shape this plan throughout the multi-year planning process.

The City's policy basis for planning vibrant, equitable communities around high-capacity transit in Shoreline began with the Council adopting framework goals for the process, which were later incorporated into the major update of the Comprehensive Plan in 2012. The City adopted specific land use policies (LU20 through LU 43) for the light rail station area that call for the City's involvement in design of the station and extensive community engagement in planning of the station subarea. Other policies provided guidance regarding expanded multi-family residential choices in the station subarea and a full range of transportation and infrastructure improvements to support this change in land use.

The policies also call for allowing and encouraging uses in station areas that will foster the creation of communities that are socially, environmentally, and economically sustainable. The policies encourage

development of station areas as inclusive neighborhoods in Shoreline with connections to other transit systems, commercial nodes, and neighborhoods. As a result of this planning process, new policies specific for the 185th Street station subarea have been developed. These are presented later in this chapter of the subarea plan.

The specific light rail station subarea planning process got underway in spring 2013, with a community meeting attended by over 200 people. Next, the City and partner organizations hosted a series of five visioning events, some focused on specific groups that tend to be underrepresented in such processes, others focused on neighborhoods where future stations would be located.

Together, Comprehensive Plan policies, additional guidance from local and regional plans, a market assessment, and community visioning articulated the basis for the long-range vision for the subarea. Design Workshops, environmental analysis, extensive public input, Planning Commission recommendations, and further City Council discussion refined this vision into more detailed implementation strategies, including zoning and development regulations.



*November 2013 Workshop*



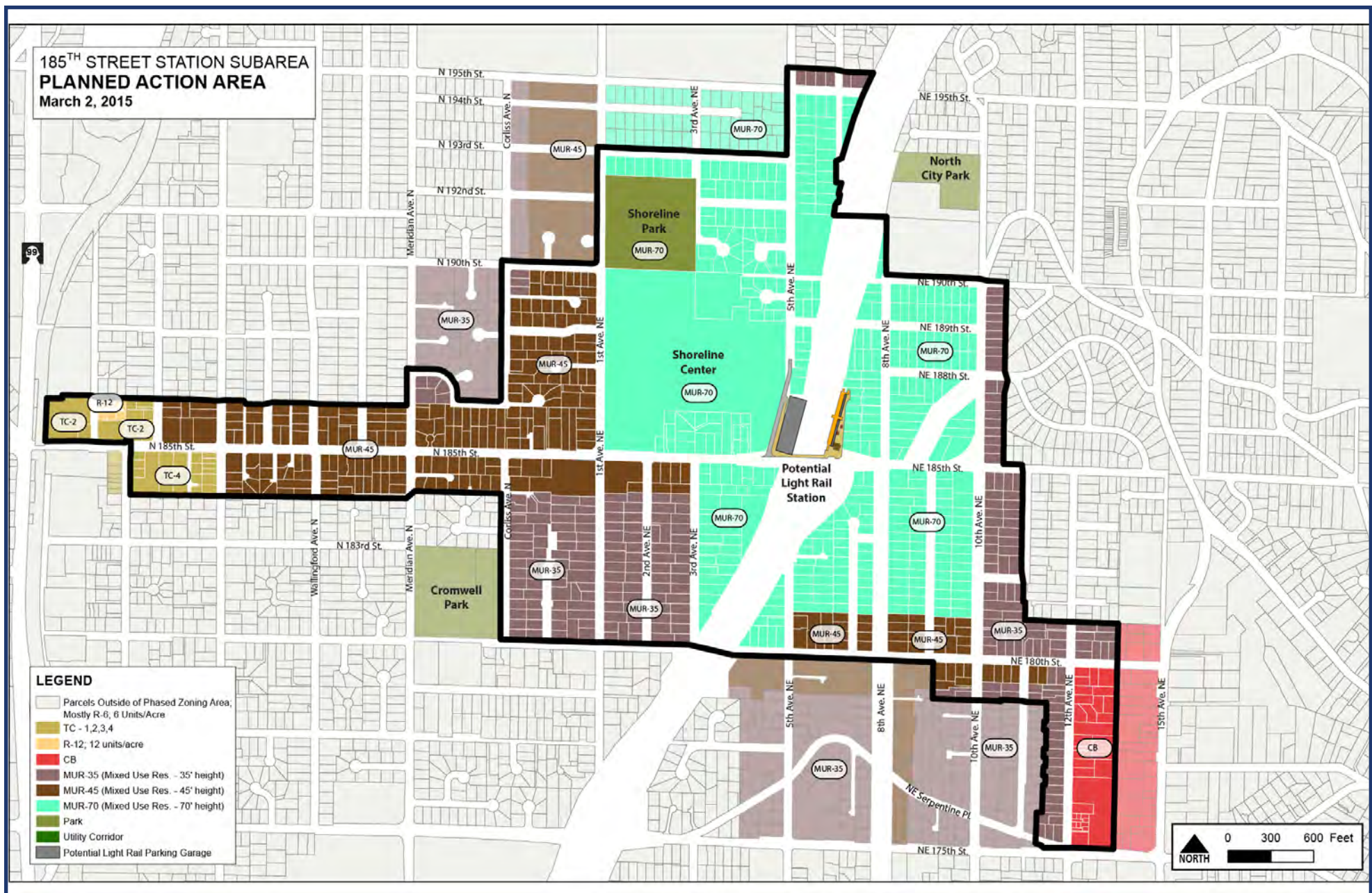
## The Planned Action

The planned action for the 185th Street Station Subarea is implementation of new zoning and supporting regulations within a defined geographic area surrounding the proposed light rail station. The proposed zoning was shaped from the community-driven planning process described on the previous page, guidance from local and regional plans, as well as environmental analysis through the Draft and Final Environmental Impact Statements (DEIS and FEIS) completed for the subarea. The FEIS identified a Preferred Alternative as the basis for potentially becoming the planned action of this Subarea Plan and the Planned Action Ordinance. The planned action defines the maximum level of growth allowed within the 185th Street Station Subarea. Consistency with this limit would be ensured through monitoring of incoming redevelopment applications and their approval consistent with the Subarea Plan, Planned Action Ordinance, and other applicable City of Shoreline regulations. Figure 5-1 on the following page depicts the Planned Action Area. The City of Shoreline intends to adopt this mapped area as the planned action boundary, pursuant to SEPA and implementing rules. According to the Washington Administrative Code (WAC) 197-11-164, a planned action is characterized by the following:

- ▶ Designated by a Planned Action Ordinance;
- ▶ Analyzed through an environmental impact statement that addresses significant impacts;
- ▶ Prepared in conjunction with a comprehensive plan, a subarea plan, a master planned development, a phased project, or with subsequent or implementing projects of any of these categories;
- ▶ Located within an Urban Growth Area (UGA);
- ▶ Not an essential public facility unless they are accessory to or part of a project that otherwise qualifies as a planned action; and
- ▶ Consistent with an adopted comprehensive plan (but comprehensive plan and code provisions may be amended as part of the process of adopting subarea plans and planned actions).

Projects meeting these requirements qualify as planned action projects and do not require a subsequent SEPA threshold determination, but still require a completed environmental checklist to be submitted. Future projects within the planned action area must be reviewed for consistency with the adopted Planned Action Ordinance, as well as City's zoning and development regulations, and development agreement where applicable. Projects within the defined Planned Action Area would be required to acquire all necessary permits and satisfy all related public notice requirements, just as with other projects in the city.









*November 2013 Workshop*

## Vision Statement

A vision statement for the station subarea was developed based on community and stakeholder input received during the planning process. Successful implementation of the plan will help to achieve this vision over time.

The 185th Street Station Subarea will transform into a vibrant transit-oriented village with a variety of housing choices for people of various income levels and preserving the livable qualities that Shoreline citizens cherish. Over time, public and private investment will enhance the village setting, creating a walkable, safe, healthy, and livable place for people of all ages and cultures. People will be able to easily walk and bicycle to and from the light rail station, shopping, parks, schools, and other community locations from their homes. Neighborhood-oriented businesses and services will emerge as the village grows, along with places for civic celebrations, social gatherings, and public art. Eventually, the new transit-oriented village will become one of the most desirable places to live in Shoreline.

## Zoning for the Station Subarea

The proposed plan for zoning for the 185th Street Station Subarea calls for increased multi-family housing and mixed use development under three new classifications:

- ▶ **MUR-70'**: Mixed use residential with 70-foot building height. See **Figure 5-2** for exception to height limit
- ▶ **MUR-45'**: Mixed use residential with 45-foot maximum building height;
- ▶ **MUR-35'**: Mixed use residential with 35-foot maximum building height;

These new zoning designations were developed to support neighborhood-serving businesses and additional housing styles. They represent a change from the current system of defining zoning by density maximums to using height limits instead. The City is updating Code provisions to add these zones and define allowed uses; dimensional, design, and transition standards; mandatory requirements; and incentives for desired amenities. Existing single-family homes are protected under all new zoning designations.

Consistent with input received in community design workshops, the plan for zoning frames the more intensive use near the future station and along the N-NE 185th/10th Avenue NE/NE 180th corridor, enhancing connectivity from the station area to the Aurora Avenue N corridor and Town Center district to the west and the North City district to the east.

The plan for zoning also creates transitions between higher intensity uses and lower intensity uses. For example, MUR-70' is typically separated from MUR-35' by land with the MUR-45' designation. MUR-45' is typically separated from single family zoning by land with the MUR-35' designation.

Refer to **Figures 5-2** through **5-4** for additional descriptions of the proposed zoning classifications for the subarea and photographic examples showing the potential bulk and height of each type of zoning. Illustrative examples of the types of buildings that could be located within each designation are presented.

# MUR-70'



## MUR-70'

This zone would allow building heights of 70 feet, generally six to seven stories. Building types would typically be mixed use with residential and/or office uses above commercial or other active use at the ground floor level. It is anticipated that this density would take some time to be implemented given current market forces and the need for aggregation of a large number of parcels. This type of “transit-oriented development” is envisioned for areas closest to the light rail station. Infill redevelopment is likely to occur in several stages over multiple decades, beginning with buildings and amenities like restaurants and shops that attract people and create “place-making” opportunities. In the MUR-70’ zone, draft regulations include a provision for Development Agreements that could allow additional height (up to 140 feet total height) for projects that provide amenities such as green building, affordable housing, and structured parking. Any such agreement would be negotiated through a public process requiring notification, a hearing, and Council approval.

**FIGURE 5-2: MUR-70' Zoning Designation**





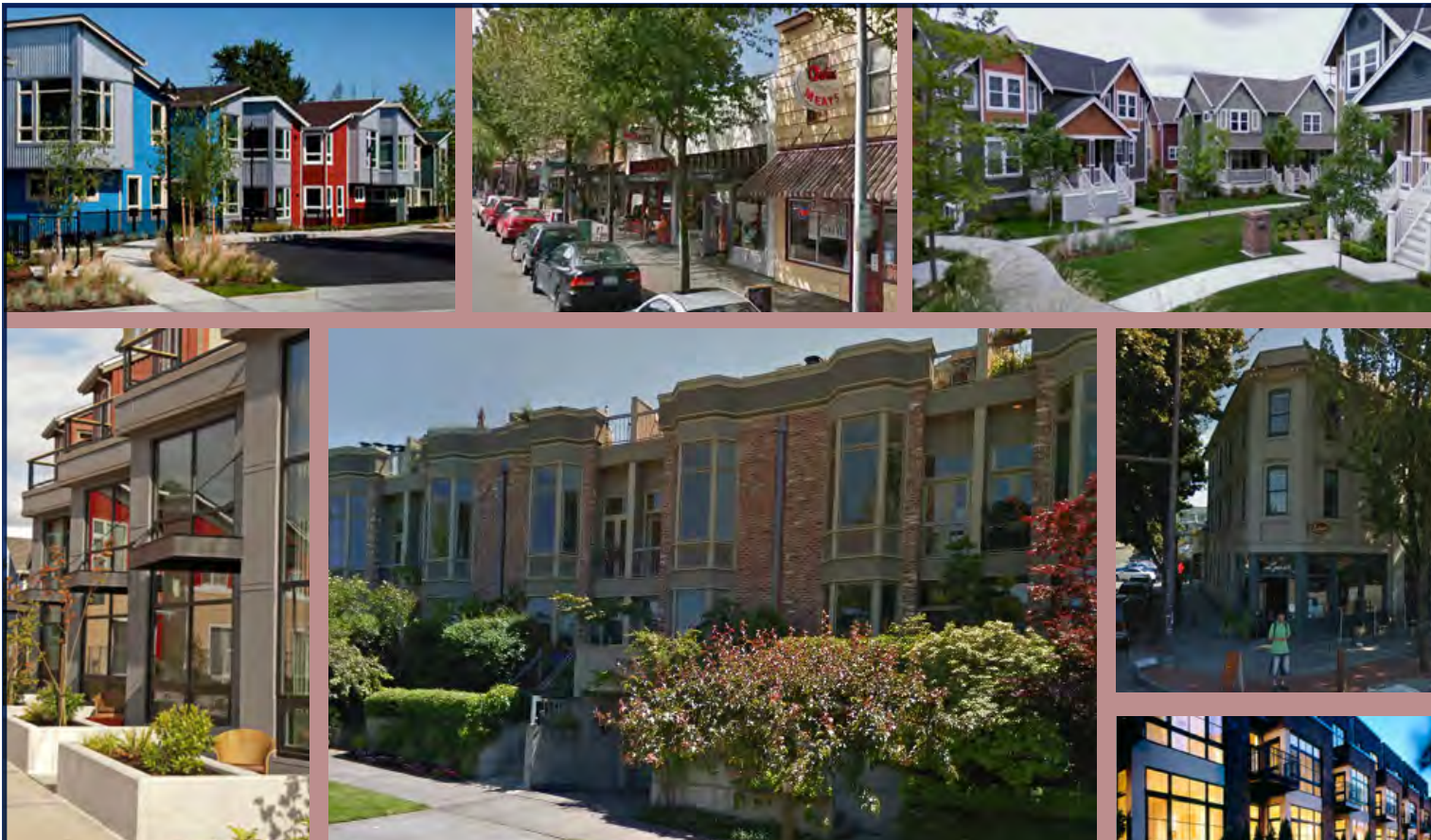
# MUR-45'

## MUR-45'

This zone would allow multi-family building types with a height limit of 45 feet, which equates to a four-story building. The MUR- 45' zone would allow housing styles such as mixed use buildings with three levels of housing over an active ground floor/commercial level. Buildings such as row houses, townhomes, live/work lofts, professional offices, apartments, etc. also could be developed, and single family homes could be converted to commercial and professional office uses like in MUR-35'.

**FIGURE 5-3: MUR-45' Zoning Designation**





# MUR-35'

## MUR-35'

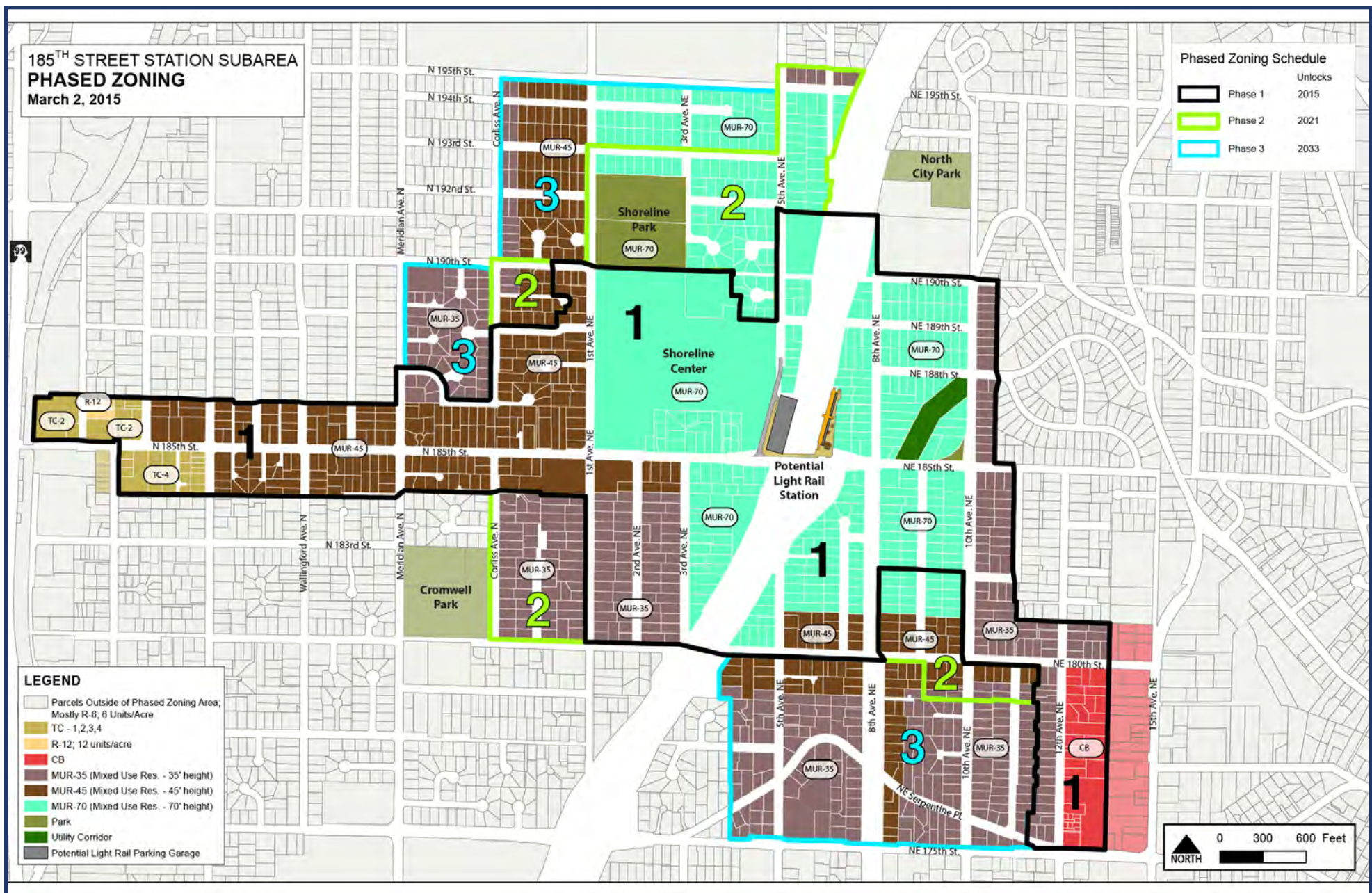
This zone would allow multi-family and single family attached housing styles such as row houses and townhomes. The height limit for this zone is 35 feet, which is the same as single family R-6 zones, and equates to a three-story building. MUR-35' also would allow commercial (with a focus on neighborhood-serving retail) and other active uses along streets not identified as "local." The types of buildings in this zone might include live/work lofts, professional offices, and three-story mixed use buildings (two levels of housing over one level of commercial or other active use at the street level). This zone also would allow the conversion of existing homes to restaurants, yoga studios, optometrists offices, and other uses.

FIGURE 5-4: MUR-35' Zoning Designation









**FIGURE 5-6: Phased Zoning for the Subarea**

These new zoning designations were developed to support neighborhood-serving businesses and additional housing styles. They represent a change from the current system of defining zoning by density maximums to using height limits instead. The Planning Commission spent several months discussing details of these potential zones, including allowed uses; dimensional, design, and transition standards; and mandatory requirements and possible incentives for desired amenities. Existing single-family homes are allowed under all new zoning designations. For more information about these details and the most recent iteration of the regulations, refer to the February 23, 2015 and March 16, 2015 City Council packets at: <http://www.shorelinewa.gov/government/shoreline-city-council/live-and-video-council-meetings>.

## Phased Zoning

City of Shoreline Comprehensive Plan Land Use policy LU31 provides direction to examine phasing of redevelopment. In a joint meeting of the Shoreline Planning Commission and City Council on September 29, 2014, they discussed the benefits of having a more predictable pattern for growth to guide planning and implementation over the next few decades, and weighed them against potential disadvantages to phased zoning.

The City Council decided to study the potential of phasing zoning over time, and on October 2, 2014, the Planning Commission defined boundaries of a potential “Phase 1” zoning area as a portion of the Preferred Alternative. This approach would require that redevelopment under the new proposed zoning categories within the next twenty years would be located within the proposed Phase 1 boundary. In later deliberations, the Planning Commission and City Council adjusted the boundaries for Phase 1 and delineated Phase 2 and Phase 3. Phase 1 zoning will be active in 2015 with adoption of the plan. Phase 2 zoning will activate in 2021, and Phase 3, the final phase, will take effect in 2033. Phases 1 and 2 represent the Planned Action Area.

The City is also adopting changes to the Comprehensive Plan to support the phased zoning. Figure 5-5 shows Comprehensive Plan designations for the subarea. Figure 5-6 shows phased zoning for the subarea.

The Phase 1 zoning boundary focuses the potential area of change more closely around the future light rail station and along the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor than the full extent of zoning proposed overall for the subarea.

Over the next 20 years and beyond, it will be important that the station subarea redevelop as a cohesive, connected community that is supportive of transit, but also that provides residents and potential developers with some predictability about when market forces are likely to support redevelopment of different areas. The zoning area that covers Phases 1 and 2 will help to provide this. Rezoning in a phased manner also would allow the opportunity to monitor the development market and redevelopment results, and determine where regulations and incentives are creating the kind the community envisioned through the subarea planning process, prior to allowing redevelopment of a larger area.

The phased zoning balances the provision of an adequate level of housing choice and enabling flexibility in future redevelopment with concerns about rezoning too broadly in the subarea in initial years. Overzoning could result in negative outcomes if not closely monitored and managed, such as delayed maintenance, over-valuing property, and uncertain or spotty redevelopment patterns. Implementing the phased zoning area will help to focus initial development closer to the station and define an area for concentrating improvements within the next twenty years to support initial growth. This could also potentially be accomplished by targeting incentives, such as Property Tax Exemption, to smaller geographic areas along the 185th Street corridor.

For more information about what can be expected in the subarea during the first twenty years of plan implementation, refer to Chapter 6.



# Forecasted Population, Households, and Employment and Build-Out Timeframes

As discussed in Chapter 4, it is estimated that the population in the subarea would grow at around 1.5 percent to 2.5 percent on average annually. This is based on analysis of current growth rates in the region, as well as the anticipation that the rate of growth may increase with the allowance of higher density zoning in the subarea. At this rate of growth it is estimated that it would take the subarea approximately 80 to 125 years to reach capacity of the full zoning plan, or by 2095 to 2140.

Current population, household, and employment levels in the subarea are shown in the table below. Redevelopment under the proposed zoning of the subarea plan would provide capacity for additional households and businesses (through mixed use development that includes neighborhood retail and services).

## CURRENT (2014) POPULATION, HOUSEHOLDS, AND EMPLOYMENT ESTIMATES FOR THE SUBAREA

ESTIMATED TOTALS FOR SUBAREA BASED ON AVAILABLE GIS DATA, 2014	
Population	7,944
Households	3,310
Employees	1,448

*Note: the current estimated population of the City of Shoreline is 54,790.*

The table to the right shows anticipated population, household, and employment levels at full build-out of the subarea plan under the proposed zoning.



*Shoreline Park*

## ESTIMATED TWENTY-YEAR AND BUILD-OUT POPULATION, HOUSEHOLDS, AND EMPLOYMENT PROJECTIONS

PLANNED ACTION ZONING OF SUBAREA	
2035 Population	10,860 to 13,343
2035 Households	4,450 to 5,500
2035 Employees	1,950 to 2,370
Build-Out Population	56,529
Build-Out Households	23,554
Build-Out Employees	15,340
Build-Out Years	80 to 125 years by 2095 to 2140

*Projections assume 1.5 percent to 2.5 percent annual growth rate for the action alternatives from the time the rezoning is adopted.*

Anticipated net increases in population, household, and employment over current levels are shown in the table on the following page. Refer to the FEIS and the FEIS Review Guide for details about build-out growth forecasts.

## PROJECTED NET INCREASES IN POPULATION, HOUSING, AND EMPLOYMENT OVER CURRENT (2014) LEVELS

PLANNED ACTION ZONING OF SUBAREA	
2035 Population	+2,916 to +5,399
2035 Households	+1,140 to +2,190
2035 Employees	+502 to +928
Build-Out Population	+48,585
Build-Out Households	+20,244
Build-Out Employees	+13,892

The increase in the number of households projected for the next twenty years would be 1,140 at 1.5 percent growth and 2,190 at 2.5 percent growth.

Although the market assessment projected a demand for 700 households through 2035, that was a conservative estimate assuming the subarea would absorb 15 percent of the forecasted housing growth of 4,657 units for all of Shoreline by 2035. If the subarea supported 25 percent of the city's forecasted housing growth, the projection would be 1,164 additional units.

There is also the potential that housing growth could occur more rapidly than projected given Seattle population growth in recent years. Zoning that provides more capacity for growth than projected provides flexibility to respond to market characteristics and homeowner preferences in the subarea.

Cumulative impacts of individual projects will be monitored through the permit process and tracked against the level anticipated in the Planned Action Ordinance. Mitigation measures to address the anticipated level of redevelopment and associated impacts were prescribed in the FEIS and included in the Planned Action Ordinance. As such, not only will the City monitor redevelopment activity to ensure that it is within the level anticipated in the FEIS and Planned Action Ordinance, it also will be working to implement mitigation measures and projects through development agreements, permit approvals, and capital improvements.

## Redevelopment Opportunities and Possibilities

The potential for redevelopment will be influenced by market forces as well as individual property owners' interest and willingness to redevelop or sell their property over time for redevelopment. Chapter 3 of this subarea plan discussed existing conditions related to several key redevelopment sites and opportunities in the station subarea. Chapter 4 provided an overview of the market outlook for the subarea. This chapter revisits potential redevelopment opportunities and key sites given the market outlook, geographic conditions, and other factors in the subarea.

### MAXIMIZING HOUSING OPPORTUNITIES IN THE IMMEDIATE VICINITY OF THE PLANNED LIGHT RAIL STATION

—The most successful transit-oriented developments typically are located within a one-quarter mile (five minute) to one-half mile (ten minute) walking distance from high-capacity transit. For this reason, the proposed plan for zoning maximizes opportunities for housing and mixed use within proximity to the light rail station. Maximizing housing choices and affordable housing options in proximity to the station will build sustainable ridership for the system over the long term, and residents will benefit from reduced household costs as a result of being able to use transit for daily travel.

The Housing Development Consortium emphasized the importance of creating affordable housing opportunities in proximity to the station in their comment letter on the Draft Environmental Impact Statement for the subarea planned action:

*“With the right level of incentives, Shoreline can attract residential development affordable to range of incomes, including those most in need. A variety of tools can help Shoreline meet the needs of low and moderate income households as the City plans for growth around light rail stations, including:*



- ▶ *Density Bonuses*
- ▶ *Incentive/Inclusionary Zoning*
- ▶ *Development Agreements*
- ▶ *Reductions in fees and other regulations*
- ▶ *Permitting priority, streamlining, or flexibility*
- ▶ *Reduced parking requirements*
- ▶ *Multifamily Tax Exemption (MFTE)*
- ▶ *Transfer of Development Rights for Affordable Housing (TDR)*

*Many of these incentives allow nonprofit housing providers, in addition to market-rate developers, to provide affordable housing for Shoreline's low and modest-wage workers and families. Appropriately crafted incentives harness the power of the marketplace to produce affordable homes with very limited public investments. Development incentives are proven to stimulate affordable homes in a mixed-income setting, and, when implemented well, they allow communities to increase the supply of affordable homes, support workforce and economic development, and reduce sprawl, traffic congestion, and pollution. The resulting homes enable residents to benefit from urban reinvestment and connect to emerging job centers, transit stations, and opportunity networks."*

With these opportunities in mind, the City of Shoreline has crafted specific development regulations that will incentivize affordable housing in the light rail station through these types of tools.

In addition to encouraging and incentivizing transit-oriented development with a variety of housing choices to fit a full range of income levels, including affordable housing, the City also can work with interested developers and housing organizations to explore potential partnership opportunities for projects in the subarea. Over time, the City can help bring potential partners together and facilitate redevelopment that is consistent with the vision for the subarea.



***Luncheon event at the Shoreline Conference Center***

**SHORELINE CENTER**—This forty-acre campus is an important community resource that accommodates a number of important civic, business, and social functions. There is a strong community interest in retaining these uses. At the same time, the large site is located within a five-minute walking distance to the potential light rail station. There is extensive underutilized property at the site that could be redeveloped into more intensive transit-oriented housing and mixed use development. The existing site functions could be retained and reorganized in a more efficient manner while also maximizing density and redevelopment potential of the site. The proposed MUR-70' zoning for the site would accommodate mixed use and housing redevelopment with buildings up to 70 feet in height. Taller buildings could be proposed through a Development Agreement with the City. The Development Agreement would allow bonus density and/or height.

Recognizing the potential redevelopment opportunities associated with the site, the Shoreline School District may move forward with a study of potential redevelopment options. As a key partner, the City welcomes input from the District about their long-term vision for their properties within or near the subarea. However, it should be noted that any decisions about redevelopment of the Shoreline Center or other District property will be entirely up to the Shoreline School District.

**SEATTLE CITY LIGHT TRANSMISSION LINE RIGHTS-OF-WAY**—The corridor that contains Seattle City Light (SCL) transmission lines will be retained as right-of-way for utility use. While access must be maintained to the transmission towers for maintenance, SCL may allow public use under the transmission lines. These areas could potentially be used for public open space, community gardens, and connecting trails/paths through the subarea, contingent upon approval by SCL. The City intends to continue discussions and coordination with SCL regarding the types of uses that could be developed beneath and in proximity to the transmission lines, as well as potential options for undergrounding or relocation/reconfiguration of the lines to maximize redevelopment potential in the subarea.

**CHURCH PROPERTIES**—As larger parcels in the subarea located along arterial and collector streets, several church properties hold potential for redevelopment if the property owners are willing and interested. Portions or all of these sites have the potential to be redeveloped over time into housing (including affordable options) and mixed use options as allowed through the proposed zoning. These properties could either be redeveloped directly by the owners or sold to interested developers in the future at the owners' discretion.

**ASSEMBLAGES OF MULTIPLE SMALLER PARCELS INTO LARGER SITES FOR REDEVELOPMENT**—If groups of single family homeowners are interested in offering their properties for redevelopment, they could join together and work with a real estate broker to present their aggregated parcels as an opportunity site to potential development entities. Property owners also could consider selling their properties for other uses, such as public parks and open space to serve growth in the neighborhood over time.

**HOME-BASED BUSINESSES AND INTEREST IN CONVERTING FROM SINGLE FAMILY USE**—There are a few small neighborhood businesses in the subarea, and current regulations allow home-based businesses with certain caveats, such as only using 25% of the square footage of the residence for said business. As expressed through the community visioning and design workshops, there is also an interest in more flexibility to convert single family homes to office and small business use. There will be a growing need for more neighborhood services and businesses in the subarea under any of the action alternatives studied in the FEIS, including yoga studios, optometrist offices, and coffee shops. There is also an increasing trend in teleworking, with more people choosing to forego the daily commute. This growing need is being addressed through draft zoning regulations to provide more flexibility to operate a wider variety of business and office uses from homes and to convert single family homes to business and office uses.

**EXISTING DISTRICTS: TOWN CENTER AND NORTH CITY**—The Town Center and North City districts are bookends for the subarea and each provide commercial uses and services that can support the growing population of the new transit-oriented village. Town Center is the “Heart of Shoreline,” located along the active Aurora Avenue N and Rapid Ride bus rapid transit route, where there are extensive commercial and employment uses, as well as some pockets of new multi-family housing emerging along the corridor. North City is a neighborhood that has been undergoing transition for over a decade, with a variety of businesses and commercial uses, as well as multi-family housing. Both districts are accessible via the N-NE 185th Street/10th Avenue NE/NE 180th Street corridor in the subarea.

An important strategy of the subarea plan involves continuing to focus commercial and businesses/employment growth in the Town Center and North City districts, while maximizing residential housing opportunities in the subarea to help support the economic vitality of these districts. The proposed zoning supports this strategy, as well as guidance from adopted subarea plans for these districts.



## PUBLIC SPACES, PARKS, STREETSCAPES, PUBLIC ART, AND OTHER COMMUNITY AMENITIES

—As redevelopment projects are implemented over time, new public spaces, parks, streetscapes, and community amenities would be necessary and required. In addition, the City intends to prioritize capital improvements in the subarea, completing key transportation, infrastructure, and parks projects to support redevelopment. These projects will enhance the public realm, improve pedestrian and bicycle connectivity, transit access, and the aesthetics of streets and public areas. The City envisions that improvements would integrate rain gardens and green stormwater solutions in streetscapes. There will be a growing demand for neighborhood parks and recreation space in the subarea. The City will explore opportunities to acquire and develop park land, and work with developers to meet the demand for parks and recreation facilities as part of project development, through mandatory regulations and potential development agreements. Capital street improvement and park projects may incorporate features such as community gardens, trees and landscaping, social gathering spaces, public art, wayfinding, and other elements along key corridors.



SW Corner of 15th Avenue NE  
& NE 175th Street

*Vision illustrations from the North City Subarea Plan*

SW Corner of 15th Avenue NE  
& NE 180th Street





*November 2013 Workshop*

## Framework Concept Plans for the Station Subarea

Redevelopment in the station subarea would occur through implementation of individual projects over the course of many decades. Each project would be designed and constructed separately through the City's approval process and in accordance with the design and development standards of the City's Code. Key elements that will be required and encouraged of individual projects are described later in this chapter under "Policies for the Station Subarea" and the draft development regulations provided as Exhibit C to the Planned Action Ordinance.

Figure 5-7 and Figure 5-8 illustrate conceptual bulk scale, and height associated with the new zoning proposed for the Subarea.

To get a sense of layout, and access possibilities for redevelopment projects, Clark Design Group worked with the City of Shoreline to develop a series of framework concept plans. These are presented as **Figures 5-9 through 5-14** in this subarea plan. While these are conceptual only and are not representative of actual proposals, the illustrations show the potential types of redevelopment that the new zoning would allow, as well as architectural treatments that would help to integrate the new buildings into the neighborhood setting.

## Conceptual Illustrations of Possible Redevelopment in the Subarea

**Figures 5-15 through 5-21** illustrate potential long term redevelopment opportunities for the station subarea with implementation of the proposed zoning over time.





*Note: This model depicts 85' building heights considered in the FEIS, not the 70' building heights considered for adoption.*

**FIGURE 5-7: Sketch-Up Model View for the Planned Action Zoning, Looking Westward toward the Potential Light Rail Station**





*Note: This model depicts 85' building heights considered in the FEIS, not the 70' building heights considered for adoption.*

**FIGURE 5-8: Sketch-Up Model View for the Planned Action Zoning, Looking Eastward toward the Potential Light Rail Station**





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FIGURE 5-9: Possible Layout Concept for Redevelopment in the Subarea Showing MUR-45' Zoning





3-Story Residential Buildings with Surface or Below Grade Parking located behind or to the side of buildings

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DESIGN GROUP PLLC

FIGURE 5-10: Possible Layout Concept for Redevelopment in the Subarea Showing MUR-35' Zoning







### Density Diagram

- Diagram illustrates potential densities that can be achieved with 4-story mixed-use residential buildings along N. 185th Street and 2-3 story row and townhouses located one block off of N. 185th Street.
- Row and Townhouses reduce height of buildings while achieving range of 10-24 units/acre.

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FIGURE 5-12: Possible Layout Concept Illustrating Potential Density with MUR-45' and MUR-35' Zoning



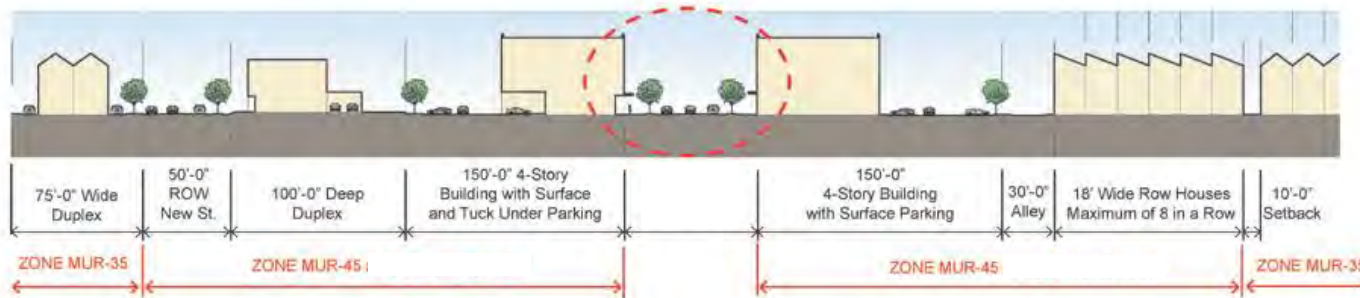
ROW HOUSE - 24 U/A

ROW HOUSE - 18 U/A

DUPLEX - 12 U/A

DUPLEX - 9 U/A

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### Section Diagram

- MUR-45 zone adjacent to N. 185th Street creates density along pedestrian corridor.
- MUR-35 zone buffers between MUR-45 and lower densities in existing single family zones.



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**FIGURE 5-14: Possible Layout Concept with Cross Section View Showing Parcel Depths with MUR-45' and MUR-35' Zoning**





FIGURE 5-15: Conceptual Possibility at N-NE 185th Street Multimodal Improvements, Looking West





FIGURE 5-16: Conceptual Possibility at N 185th Street Overpass, Looking Eastward, with Solar Panels and Green Roofs on the Canopies





**FIGURE 5-17: Conceptual Possibility Showing Sheltered Crossing Area at the N 185th Street Overpass, Looking Eastward**





**FIGURE 5-18: Possible Layout Concept for 8th Avenue NE Right-of-Way, Looking Southwest, with Shared Use Path, Community Gardens, and Public Spaces with MUR-45' and MUR-35' Zoning; while the Shared Use Path would be a Longer-Term Improvement, it would Help to Increase Bicycle Connectivity in the Subarea**





**FIGURE 5-19: Possible Layout Concept for Transit-oriented Development on the East Side of the Proposed Light Rail Station, Looking Northwest, with the Power Transmission Lines at Center of the Block in Open Space Use**





FIGURE 5-20: Possible Layout Concept for NE 180th Street, looking southeast, public art commemorates the “Motorcycle Hill” history of subarea; MUR-70’ building example at the corner





**FIGURE 5-21: Possible Layout Concept for Mixed Use Redevelopment on a Portion of the Shoreline Center Site, Looking Southward, Farmers Market could Occur on an Extension of N 190th Street as a Shared Use Community “Festival Street”; Up to Five and Six Story Building Examples**

# Policies for the Station Subarea

The following policies are proposed for the station subarea to support the redevelopment opportunities described and illustrated in this chapter. In addition to these, the subarea plan supports and achieves many other policies adopted at the local, regional, state, and federal levels, including City of Shoreline 2012 Comprehensive Plan. Chapter 1 of this subarea plan summarizes local, regional, state, and federal policies that the subarea plan supports; Chapter 2 of the 185th Street Station Subarea Planned Action FEIS also lists all relevant policies.

Because the Comprehensive Plan and other City master plans and strategies provide direction that applies to the station subarea, it was not necessary to draft extensive new policy language specific to the subarea. Policies included below provide specific guidance for subarea plan implementation, including topics for further study or action. The 185th Street Station Subarea Plan and Policies below will be incorporated into the City of Shoreline's Comprehensive Plan upon City Council adoption of Ordinance No. 702.

## LAND USE

- ▶ The Station Area 1 (SA1) designation encourages Transit Oriented Development (TOD) in close proximity to future light rail stations. The SA1 designation is intended to encourage high density residential, building heights of 6-stories, public amenities, and commercial and office uses that support transit stations, neighborhood-serving businesses, employment, and other amenities desired by residents of the light rail station subareas. The zoning designation that is appropriate for this Land Use designation is MUR-70'.
- ▶ The Station Area 2 (SA2) designation encourages Transit Oriented Development (TOD) in close proximity to future light rail stations. The SA2 designation is intended to provide a transition between the SA1 and SA3 designations, and encourage the development of higher density residential along arterials in the subarea, establish neighborhood commercial uses, reduce parking standards, increase housing choice, and transition to lower density homes. The zoning designation that is appropriate for this Land Use designation is MUR-45'.
- ▶ The Station Area 3 (SA3) designation encourages Transit Oriented Development (TOD) in close proximity to future light rail stations. The SA3 designation is intended to provide a transition between the SA2 designation and single family zoning, and encourages the development of medium density residential uses, some neighborhood commercial uses, and increased housing choice. The zoning designation that is appropriate for this Land Use designation is MUR-35'.
- ▶ Promote adaptive reuse of historic structures.
- ▶ Consider adoption of a fee-simple administrative subdivision process.
- ▶ Promote more environmentally-friendly building practices. Options for doing so may include:
  - ▷ Adoption of International Green Construction Code
  - ▷ Encouraging the development of highly energy efficient buildings that produce or capture all energy and/or water used on-site (Net Zero).
  - ▷ Partner with the International Living Future Institute to adopt Living Building Challenge Ordinance and/or Petal Recognition Program. Petal Recognition could include achievement of at least three of the seven petals (site, water, energy, health, materials, equity, and beauty), including at least one of the following petals: energy, water, or materials and all of the following:
    - Reduce total energy usage by 25 percent over comparable building type and/or Shoreline Energy Code
    - Reduce total building water usage by 75 percent, not including harvested rainwater, as compared to baselines estimated by the appropriate utility or other baseline approved by the Planning and Community Development Director
    - Capture and use at least 50 percent of storm water on site.



- ▶ More planning will be necessary to determine the specific requirements for meeting future demands on utilities, infrastructure, parks, and schools. Cost estimates will be an important component of this planning. In addition, funding sources will need to be identified.

## TRANSPORTATION

- ▶ Develop a multi-modal transportation network within the subarea through a combination of public and private infrastructure investments. Emphasize the creation of non-motorized transportation facilities, such as sidewalks and bicycle paths, as well as improvements that support greater transit speed and reliability.
- ▶ Encourage property owners and developers to incorporate non-motorized transportation facilities into development projects in order to complete the transportation network in the subarea. These facilities should be open to the public and recorded to ensure permanent access.
- ▶ Redevelop 185th Street/10th Avenue NE/NE 180th Street as the primary connection between Town Center, Aurora Avenue N, the light rail station, and North City for all travel modes. Create a corridor plan that:
  - ▷ Includes analysis of all arterials and streets in the subarea to determine appropriate cross-sections for each classification, including sidewalks, amenity zones, and non-motorized facilities where appropriate.
  - ▷ Includes generous bicycle and pedestrian facilities. Minimize conflicts between transit, vehicles and bicycles by designing bicycle facilities behind the curb.
  - ▷ Identifies needed infrastructure to improve transit speed and reliability, such as queue jumps and transit signal priority
  - ▷ Includes intersection and roadway improvements needed to maintain the City's adopted transportation level of service
- ▷ Results in a “boulevard” style street with tree canopy and amenity zones
- ▷ Explores opportunities for undergrounding of overhead utilities
- ▶ Amend the Engineering Development Manual to reflect cross-sections for all classifications of arterials and streets in the subarea.
- ▶ Undertake additional analysis of potential impacts to NE 188th Street and Perkins Way and identify mitigations to calm traffic that will use these roads to access the station from the east, and provide additional safety features.
- ▶ Encourage redevelopment that occurs along the 185th Street/10th Avenue NE/NE 180th Street corridor to provide site access via side streets and/or alleyways in order to minimize driveways and conflict points with bicycles, pedestrians and transit.
- ▶ Incorporate recommendations of the 185th Street/10th Avenue NE/NE 180th Street corridor plan into the City's six year Capital Improvement Plan (CIP).
- ▶ Pursue opportunities and develop a strategy to maximize use of outside sources to fund or finance infrastructure projects throughout the subarea including federal, state and local grant agencies, private investments and the Landscape Conservation and Local Infrastructure Program (LCLIP).



*Public Art at Shoreline City Hall*



*November 2013 Workshop*

- ▶ Monitor traffic impacts associated with redevelopment including cut-through traffic, vehicular speeding and spillover parking. Implement appropriate mitigation measures as needed such as traffic calming, police enforcement, or Residential Parking Zones.
- ▶ Ensure that developments provide frontage improvements. In areas where the future design/cross section has not been confirmed, require fee-in-lieu-of payments that will fund future City improvements. Once the cross sections have been confirmed, require frontage improvements.
- ▶ Evaluate opportunities to incorporate best practices for complete street design concepts, including grid patterns of short blocks and narrower lane widths.
- ▶ Residential streets should allow for vehicular connectivity to the street grid in at least two directions and should provide pedestrian/ bike connectivity in at least three directions in order to facilitate convenient and efficient travel by all modes.

## COMMUNITY DESIGN

- ▶ Support Sound Transit's community involvement process during the design phase for stations and other light rail facilities.

- ▶ Develop and facilitate a community design process to create and enhance public spaces, including bicycle and pedestrian amenities, art, and other placemaking elements.
- ▶ Monitor visual impacts of mixed-uses with regard to nuisance or compatibility with surrounding development. Implement mitigations, such as modifications to signage and design regulations, as necessary.
- ▶ During the transition of the Subarea from low density residential development to mixed-use residential development, monitor the condition of structures and sites to ensure property is maintained in accordance with the City's Property Maintenance Code. Consider increasing resources for code enforcement in the subarea if through monitoring it is confirmed that compliance issues with the City's Property Maintenance Code are increasing.

## ECONOMIC DEVELOPMENT

- ▶ Promote redevelopment of properties along the 185th Street/10th Avenue NE/NE 180th Street corridor to create a mixed use, neighborhood-oriented business district that connects Town Center and North City. Strategies may include promoting conversion of single family homes to business uses, and expanding opportunities for home based businesses.
- ▶ Identify priority nodes along 185th Street in which to target incentives for redevelopment that encourage catalyst projects and initial growth along this corridor.
- ▶ Consider incentive program for new buildings to incorporate Combined Heat and Power systems and other innovative energy saving solutions.
- ▶ Study feasibility for non-permanent economic uses, such as food trucks and coffee carts, near complementary uses and during community events. Identify appropriate locations for these types of uses, public health requirements, and the necessary infrastructure to support them.



## UTILITIES

- ▶ Pursue Solarization program, community solar, or other innovative ways to partner with local businesses and organizations to promote installation of photovoltaic systems.
- ▶ Coordinate with utility providers to identify and implement upgrades to existing underground utilities to support increased densities. Coordinate this work with projects included in the City's Capital Improvement Plan as well as in conjunction with right-of-way work performed by private development.
- ▶ Develop a strategy for undergrounding overhead utilities.
- ▶ Consider the use of alternative energy in all new government facilities.
- ▶ Prepare information regarding how proposed redevelopment in the 185th Street Station Area will be managed in relation to known hydrological conditions.
- ▶ Based on actual redevelopment and studies prepared for development within the Station Subarea, periodically analyze redevelopment patterns. Consider targeted planning efforts for areas that are not developing as envisioned.
- ▶ Encourage and implement low impact development (LID) and green stormwater infrastructure to higher level than required by the Department of Ecology (DOE).
- ▶ Explore sub-basin regional approach to stormwater management to reduce costs and incentivize redevelopment.
- ▶ Consider the use of alternative energy in all new government facilities.

## PARKS, RECREATION, AND OPEN SPACE

- ▶ Investigate potential funding and master planning efforts to reconfigure and consolidate existing City facilities at or adjacent to the Shoreline Center. Analyze potential sites and community needs, and opportunities to enhance existing partnerships, for a new aquatic and community center facility to combine the

Shoreline Pool and Spartan Recreation Center services.

- ▶ Consider potential acquisition of sites that are ill-suited for redevelopment due to high water table or other site-specific challenge for new public open space or stormwater function.
- ▶ Explore a park impact fee or dedication program for acquisition and maintenance of new park or open space or additional improvements to existing parks.

## NATURAL ENVIRONMENT

- ▶ Encourage preservation of stands of trees, and significant native trees, especially around the perimeter of a site.
- ▶ Consider establishing a fee-in-lieu program for private property tree replacement that could be used for reforesting public open spaces.

## HOUSING

- ▶ Develop the systems necessary to implement and administer the City's new affordable housing program.
- ▶ Investigate financing and property aggregation tools to facilitate creation of affordable housing.

*Note: This policy should NOT be construed to mean use of eminent domain. It provides guidance to examine potential tools recommended by partner organizations, which were more complex than those included in draft Development Code regulations for the subarea plan.*

- ▶ Analyze methods to maintain some affordable single family housing in addition to multi-family units as part of the City's affordable housing program.
- ▶ Develop a fee schedule in SMC Title 3 to set the fee-in-lieu value for mandatory affordable housing at a rate that is equivalent to the cost of constructing the affordable unit, including ongoing maintenance and operation costs.

# Proposed Updates to Development Code Provisions

The City is preparing amendments to development standards in the City's Code that would lead to improved neighborhood character and compatibility. Specific development regulations for the light rail station areas will be adopted. For the full text of proposed amendments to the Code, refer to the proposed Planned Action Ordinance No. 707 (Exhibit B). The following provisions are important to subarea redevelopment. Affordable housing, provision of park space, green building (including Leadership in Energy and Environmental Design/LEED Construction), and structured parking will be required as part of development agreements. Other provisions summarized are supported by adopted City policies.

- ▶ **DEVELOPMENT AGREEMENTS**—A new set of provisions is proposed allowing Development Agreements that would require specific elements from redevelopment projects in exchange for density/height increases in MUR-70' zones. Elements such as affordable housing, green building standards, park dedication, and structured parking would be required. Elements such as combined heat and power systems, provision of commercial uses, sidewalk cafes, provision of public open space, and other amenities would be encouraged. The specifics of any such agreements would be subject to a public process.
- ▶ **AFFORDABLE HOUSING**—Expanded provisions are being proposed for the Code to encourage and incentivize affordable housing as part of redevelopment projects.
- ▶ **MIXED USE RESIDENTIAL AND LIVE/WORK**—Provisions related to mixed use residential development including additional requirements related to live/work units are proposed to encourage a vibrant transit-oriented community with a mix of housing and employment in proximity to the light rail station.
- ▶ **GREEN BUILDING**—Provisions are being developed to encourage green building and low impact development.

- ▶ **HISTORIC PRESERVATION**—While no formally designated historic landmarks exist in the subarea, there are twelve parcels listed in the City's inventory that are potentially eligible. The mitigation for these potential historic resources would involve a review of historic and cultural resources as part of redevelopment affecting those parcels. Prescriptive measures to mitigate potential impacts would need to be developed by the City.
- ▶ **GREATER FLEXIBILITY IN USE AND CONVERSION OF SINGLE FAMILY HOMES TO BUSINESS AND OFFICE USE**—Code provisions would allow more flexibility for business and office use in existing single family homes and conversion of homes to exclusively business/office use.
- ▶ **LIGHT RAIL STATION AND PARK-AND-RIDE DESIGN**—The light rail station project including the station and park-and-ride structure design would be subject to a specific agreement with the City that would establish design and implementation provisions for the light rail facilities.
- ▶ **COMMUNITY AND SOCIAL AMENITIES, HERITAGE COMMEMORATION, CULTURAL OPPORTUNITIES, AND PUBLIC ART**—As the neighborhood grows and changes gradually over time, there will be an increased demand for community amenities, such as public gathering spaces for events, senior facilities, community meeting rooms, farmers markets, community gardens, interpretation and heritage projects that commemorate Shoreline's history, public art, and other social cultural opportunities and events. These experiences for citizens and visitors are encouraged by City of Shoreline policies.
- ▶ **UPDATED DEVELOPMENT STANDARDS**—A variety of amendments to development standards are proposed to reflect the new MUR zoning categories, and to require and encourage specific elements such as:



- ▷ Height limits (discussed previously in this section)
- ▷ New front, rear, and side yard setbacks
- ▷ Standards for transition areas, which include architectural step backs in the building design (“wedding cake” form), and landscaping requirements
- ▷ Vehicular access oriented to side and rear rather than to the front along arterials
- ▷ Traffic calming measures
- ▷ Compatible architectural styles
- ▷ Streetscape improvements and landscaping requirements
- ▷ Open space and recreation facilities for residents
- ▷ Parking quantity, access, and location standards
- ▷ Shared parking, High Occupancy Vehicle and Electric Vehicle parking encouraged
- ▷ Vehicle circulation and access
- ▷ Good pedestrian access
- ▷ Bicycle parking facilities
- ▷ Lighting to enhance safety and security
- ▷ Building orientation to the street and transitions between buildings
- ▷ Design of public spaces
- ▷ Building façade articulation and compatible architectural form
- ▷ Covered access ways
- ▷ Preferences for architectural finishes and materials
- ▷ Preferences for fencing and walls
- ▷ Screening of utilities, mechanical equipment and service areas
- ▷ Land clearing, and site grading standards
- ▷ Tree conservation encouraged with residential redevelopment

(but exempt from commercial and MUR-70’ redevelopment)

- ▷ Signage requirements
- ▷ Integration of public art, planters, water features, and other public amenities



*Shoreline Park Playfields*